

PRINTED.

G.O., No. 1102 P

DATED 17-9-98

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26/9/98
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DESPATCHED

[Despatch Abstract.]

Inspection Stations -

Sanctioning the proposals of the collector of Salem regarding the amalgamation of the ~~at~~ ~~Kogga and Bagalur~~ and of constructing one ~~large~~ ~~camp~~ for the ~~successors~~ and ~~Kottakonnapalli~~ stations with regard to the redemption of the sheds attached to —

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government {1898} of Madras. LOCAL AND MUNICIPAL.

Recd.

Regd.

} 1898.

Enclosures

Spare copies

G.O., No. 1102 P., 17th September 1898.

SEPTEMBER.

Road Inspection Stations.

Sanctioning the proposals of the Collector of Salem with regard to the reduction of the sheds attached to —.

GOVERNMENT OF MADRAS.
LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following paper :—

From C. G. SPENCER, Esq., Acting Sub-Collector, to the Collector of Salem,
dated 10th September 1898.

With reference to your endorsement Ref. on No. 1—P. Current, dated 8th September 1898, I have the honour to report that at the time of selecting sites on the Bangalore roads for frontier inspection stations near Susevada and Kothakondapalli, the question as to the possibility of combining the two stations was considered by you and me, and it was decided that as the distance between the two roads, both of which are very important thoroughfares, one leading from Bangalore to Hosur and the other to the Remount Depot, Mattigiri, and all the south country, was about $1\frac{1}{2}$ or 2 miles, it was out of the question to make one inspection station to serve both roads. I am still of this opinion. The hospital assistant placed in charge could not be made to spend all his day in hurrying backwards and forwards from one road to the other. Neither could passengers be detained until the hospital assistant was sent for from a distance of 2 miles nor compelled to make a detour across country to be examined on the other road. Unfortunately the meeting of the two roads is at Athipalli in Mysore territory, where passengers cannot be legally detained by officials of British Government. I doubt whether we could lawfully block either road or whether, if we did so, we could prevent evasions of the blockade, the country being open. It is, therefore, absolutely necessary to have a medical officer on both roads to examine passengers and to issue passports.

2. The only modification of my original proposals I am able to suggest is that a single set of observation sheds and one plague shed may be made to serve the purposes of both roads. A single plague shed for both camps would certainly be sufficient, as in the event of a suspect under detention developing plague symptoms there would be no difficulty in conveying the patient on a stretcher a distance of 2 miles. Suspected cases whom the medical officer might determine to detain for ten days might also be made to walk that distance to the observation sheds. The detention would be their main grievance, compared to which a little walk would be a trifling additional hardship. With one set of observation sheds and one plague shed for both roads, one conservancy maistry would be sufficient. But nothing can supersede or render superfluous the examination of the state of health of all passengers by a qualified medical man. In such frequented thoroughfares it would be dangerous to entrust the duty of examining persons for fever to a layman. Granted then that it is necessary to employ a medical officer on each of the two roads it is further necessary to have a dispensary shed for the shelter of each hospital assistant's person, appliances and stores against the inclemency of the weather. Of the staff of two peons and a constable and a toty attached to each station, the services of the toty and one of the peons or the constable might be dispensed with. The duty of watching the road by day and night might be done with the aid of only two attendants.

3. My proposals therefore are :—

- (1) to keep two hospital assistants, one at Susevada and one at Kothakondapalli.
- (2) to have only one set of observation sheds, male and female, and one plague shed for the use of both roads at Susevada as they are now complete at that place.
- (3) to dispense with one peon and a toty.
- (4) to have a dispensary shed and a guard shed on each road.

4. As for the camps at Bagalur and Kagganur, though the cart track *via* Kagganur is of less importance, the distance of 3 and 4 miles is greater than that between Susevada and Kothakondapalli. As at the latter camps, I am of opinion that one set of observation sheds and one plague shed can be made to serve the requirements of both stations, the hospital assistant at Kagganur finding accommodation for himself and two peons and a constable and his medicines in that village; but as for the suggestion to amalgamate the two stations into one, I would point out that as for the suggestion to amalgamate the two stations into one, I would point out that the road from Malur railway station and the almost equally important foot-path from Devanagundi, which the hospital assistant in charge of Bagalur inspection station has to observe, both enter Bagalur on the north side of the village after crossing the Penniar river, whereas the cart track from Sherjapur (Mysore) *via* Kagganur enters the village on the south-east side. With a double set of peons and constables it would no doubt be possible for a single hospital assistant to watch all three lines of communication. But by abolishing the inspection station at Kagganur it must be remembered that all the villages on the west of Bagalur will be unprotected, and it will be very easy for travellers after passing Kagganur to turn aside from the cart track and proceed over the open country to Hosur and other places without undergoing inspection. If it be considered that the system of observation to be introduced under the circle inspectors will be sufficiently searching to check all such escapes from examination and if the village munsifs can be ordered to prevent the passage through their village of all persons from Mysore who have not appeared at a frontier inspection station and obtained passports, then the Kagganur and Bagalur stations may be amalgamated. Otherwise a hospital assistant will have to be stationed at both places and a single set of sheds maintained for the use of both inspection stations.

5. I request the favour of early orders on these proposals. Meanwhile I have stopped the work at Kagganur and ordered the completion of the dispensary shed and guard shed only at Kothakondapalli.

6. The estimates and plans called for will be sent by to-morrow's post.

7. The inspection stations are not at present required in the ghâts. The influx is decreasing.

Endt. Ref. on No. 1—P.C.

Submitted to Government with reference to G.O., No. 1010 P., dated 5th instant.

2. I had already considered the question of making one inspection station suffice for the two proposed at Susevada and Kothakondapalli, but after seeing the locality came to the conclusion that it was not feasible for reasons stated by the Sub-Collector. I agree, however, that one set of observation and plague sheds will be sufficient at Susevada for both stations, a dispensary and guard shed alone being erected close to each road. I am not in favour of reducing the establishment proposed at either, as examination and disinfection must go on at both stations. With regard to Bagalur the station already proposed north of the river guards two lines of communication, one from Malur and the other from Devanagandi in Mysore. I do not think it feasible to check travellers through Kagganur at Bagalur. They come in to Bagalur on the other side of the river and can easily avoid Bagalur altogether. Examination and disinfection should, I think, go on at Kagganur, but for the present we may be content with one set of observation and plague sheds at Bagalur, to which detained persons can be brought. The establishments must, I think, be the same at each station. Since the frontier stations have been opened, the influx of people from Bangalore has, I understand, decreased considerably.

SALEM,
11th September 1898.

(Signed) R. B. CLEGG,
Acting Collector.

No. 1102 P., 17TH SEPTEMBER 1898.

ORDER—No. 1102 P., dated 17th September 1898.

The Collector's proposals are sanctioned.

(True Extract.)

H. TREMENHEERE,
Secretary to Government.

To the Collector of Salem (A—L).
„ Surgeon-General.
„ Sanitary Commissioner.
„ Plague Commissioner.

Government (1898) of Madras.
LOCAL AND MUNICIPAL.

Proof for approval

Recd.

Regd.

1898.

Enclosures

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Pass
Please correct
strike W. Long
28/9/98

G.O., No. 1102 P., 17th September 1898.

SEPTEMBER.

Road Inspection Stations.

Sanctioning the proposals of the Collector of Salem regarding the amalgamation of the —
at Kaggannur and Bagalur and of constructing one plague camp for the Sasevada and Kotha-
kondapalli stations. *with regard to the reduction of the sheds attached to —*

GOVERNMENT OF MADRAS.

LOCAL AND MUNICIPAL DEPARTMENT.

READ—the following paper :—

From C. G. SPENCER, Esq., Acting Sub-Collector, to the Collector of Salem,
dated 10th September 1898.

With reference to your endorsement Ref. on No. 1/P. current, dated 8th September 1898, I have the honour to report that at the time of selecting sites on the Bangalore roads for frontier inspection stations near Susevada and Kothakondapalli the question as to the possibility of combining the two stations was considered by you and me, and it was decided that as the distance between the two roads, both of which are very important thoroughfares, one leading from Bangalore to Hosūr and the other to the Remount Depot, Mattigiri, and all the south country, was about $1\frac{1}{2}$ or 2 miles, it was out of the question to make one inspection station to serve both roads. I am still of this opinion. The hospital assistant placed in charge could not be made to spend all his day in hurrying backwards and forwards from one road to the other. Neither could passengers be detained until the hospital assistant was sent for from a distance of 2 miles nor compelled to make a detour across country to be examined on the other road. Unfortunately the meeting of the two roads is at Athipalli in Mysore territory, where passengers cannot be legally detained by officials of British Government. I doubt whether we could lawfully block either road or whether, if we did so, we could prevent evasions of the blockade, the country being open. It is therefore absolutely necessary to have a medical officer on both roads to examine passengers and to issue passports.

2. The only modification of my original proposals I am able to suggest is that a single set of observation sheds and one plague shed may be made to serve the purposes of both roads. A single plague shed for both camps would certainly be sufficient, as in the event of a suspect under detention developing plague symptoms there would be no difficulty in conveying the patient on a stretcher a distance of 2 miles. Suspected cases whom the medical officer might determine to detain for ten days might also be made to walk that distance to the observation sheds. The detention would be their main grievance, compared to which a little walk would be a trifling additional hardship. With one set of observation sheds and one plague shed for both roads, one conservancy maistry would be sufficient. But nothing can supersede or render superfluous the examination of the state of health of all passengers by a qualified medical man. In such frequented thoroughfares it would be dangerous to entrust the duty of examining persons for fever to a layman. Granted then that it is necessary to employ a medical officer on each of the two roads it is further necessary to have a dispensary shed for the shelter of each hospital assistant's person, appliances and stores against the inclemency of the weather. Of the staff of two peons and a constable and a toty attached to each station, the services of the toty and one of the peons or the constable might be dispensed with. The duty of watching the road by day and night might be done with the aid of only two attendants.

3. My proposals therefore are—

- (1) to keep two hospital assistants, one at Susevada and one at Kothakondapalli.
- (2) to have only one set of observation sheds, male and female, and one plague shed for the use of both roads at Susevada as they are now complete at that place.
- (3) to dispense with one peon and a toty.
- (4) to have a dispensary shed and guard shed on each road.

4. As for the camps at Bagalur and Kagganur, though the cart-track *via* Kagganur is of less importance, the distance of 3 and 4 miles is greater than that between Susevada and Kothakondapalli. As at the latter camps, I am of opinion that one set of observation sheds and one plague shed can be made to serve the requirements of both stations, the hospital assistant at Kagganur finding accommodation for himself and two peons and a constable and his medicines in that village; but as for the suggestion to amalgamate the two stations into one, I would point out that the road from Malur railway station and the almost equally important foot-path from Devanagundi, which the hospital assistant in charge of Bagalur inspection station has to observe, both enter Bagalur on the north side of the village after crossing the Penniar river, whereas the cart-track from Sherjapur (Mysore) *via* Kagganur enters the village on the south-east side. With a double set of peons and constables it would no doubt be possible for a single hospital assistant to watch all three lines of communication. But by abolishing the inspection station at Kagganur it must be remembered that all the villages on the west of Bagalur will be unprotected, and it will be very easy for travellers after passing Kagganur to turn aside from the cart-track and proceed over the open country to Hosūr and other places without undergoing inspection. If it be considered that the system of observation to be introduced under the circle inspectors will be sufficiently searching to check all such escapes from examination and if the village munsifs can be ordered to prevent the passage through their village of all persons from Mysore who have not appeared at a frontier inspection station and obtained passports, then the Kagganur and Bagalur stations may be amalgamated. Otherwise a hospital assistant will have to be stationed at both places and a single set of sheds maintained for the use of both inspection stations.

5. I request the favour of early orders on these proposals. Meanwhile I have stopped the work at Kagganur and ordered the completion of the dispensary shed and guard shed only at Kothakondapalli.

6. The estimates and plans called for will be sent by to-morrow's post.

7. The inspection stations are not at present required in the ghâts. The influx is decreasing.

Endt. Ref. on No. 1/P.C.

Submitted to Government with reference to G.O., No. 1010 P., dated 5th instant.

2. I had already considered the question of making one inspection station suffice for the two proposed at Susevada and Kothakondapalli, but after seeing the locality came to the conclusion that it was not feasible for reasons stated by the Sub-Collector. I agree however that one set of observation and plague sheds will be sufficient at Susevada for both stations, a dispensary and guard shed alone being erected close to each road. I am not in favour of reducing the establishment proposed at either, as examination and disinfection must go on at both stations. With regard to Bagalur, the station already proposed north of the river guards two lines of communication, one from Malur and the other from Devanagandi in Mysore. I do not think it feasible to check travellers through Kagganur at Bagalur. They come in to Bagalur on the other side of the river and can easily avoid Bagalur altogether. Examination and disinfection should, I think, go on at Kagganur, but for the present we may be content with one set of observation and plague sheds at Bagalur, to which detained persons can be brought. The establishments must, I think, be the same at each station. Since the frontier stations have been opened, the influx of people from Bangalore has, I understand, decreased considerably.

SALEM,
11th September 1898.

R. B. CLEGG,
Acting Collector.

4

No. 1102 P., 17th SEPTEMBER 1898.

ORDER—No. 1102 P., dated 17th September 1898.

The Collector's proposals are sanctioned.

(True Extract.)

for Secretary to Government.

+ To the Collector of Salem. (A-L)
 " Surgeon-General.
 " Sanitary Commissioner.
 + " Major Comd^r

6. N^o 1759 P
 Salem Sub Collector's Office
 dated 10. 9. 98.

From,

C. G. Spencer Esquire
ag Sub Collector

To,

The Collector of Salem.

Sir,

With reference to your endorse-
 -ment Ref on N^o 1st current dated 8-9-98,
 I have the honor to report that at the
 time of selecting sites on the Bangalore
 roads for frontier inspection stations
 near Susevada and Kothakondapalli
 the question as to the possibility of
 combining the two stations was considered
 by you and me, and it was decided
 that as the distance between the two
 roads, both of which are very im-
 -portant thoroughfares, one leading
 from Bangalore to Hosur and the other
 to the Remount Depot at Mattigiri

Salem 1102 P - 17/9

and all the South Country, was about $1\frac{1}{2}$ or 2 miles, it was out of the question to make one inspection ^{station} to serve both roads. I am still of this opinion. The Hospital assistant placed in charge could not be made to spend all his day in hurrying backwards and forwards from one road to the other. Neither could passengers be detained until the Hospital assistant was sent for from a distance of 2 miles nor compelled to make a detour across Country to be examined on the other road. Unfortunately the meeting of the two roads is at Athipalli in Illycore territory, where passengers cannot be legally detained by officials of British Government. I doubt

whether we could lawfully block either road or whether if we did so we could prevent evasions of the blockade, the Country being open. It is therefore absolutely necessary to have a medical officer on both roads to examine passengers and issue passports.

2. The only modification of my original proposals I am able to suggest is that a single set of observation sheds and one plague shed may be made to serve the purposes of both roads. A single plague shed for both Camps would certainly be sufficient, as in the event of a suspect under detention developing plague symptoms there would be no difficulty in conveying the patient on a stretcher a distance of two miles. Suspected cases whom the medical officer

might determine to detain for 10 days
might also be made to walk that dis-
tance to the observation sheds. The
detention would be their main grievance
compared to which a little walk would
be a trifling additional hardship.
With one set of observation sheds and
one plague shed for both roads, one
Conservancy masonry would be
sufficient. But nothing can super-
sede or render superfluous the
examination of the state of health of all
passengers by a qualified medical man.
In such frequented thoroughfares it
would be dangerous to entrust the
duty of examining persons for
fever to a layman. Granted then
that it is necessary to employ a
be ¹ Officer on each of the two roads
British it is necessary to have a

For the Press
dispensary shed for the shelter of each
hospital assistant's person, appliances
and stores against the inclemency
of the weather. Of the staff of two
peons and a Constable and a toty
attached to each station, the services
of the toty and one of the peons or the
Constable might be dispensed with.
The duty of watching the road by day
and night might be done with the
aid of only two attendants.

4. My proposals therefore are:—

- (1) to keep two hospital assistants, one
at Susivada and one at Kothakondapalli.
- (2) to have only one set of observation
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toty.

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5. As for the Camps at Bagalur and Kagganur, though the cart track via Kagganur is of less importance, the distance of 3 and 4 miles is greater than that between Susewada and Kottakondapalli. As at the latter Camps, I am of opinion that one set of observation sheds and one plague shed can be made to serve the requirements of both Stations, the Hospital assistant at Kagganur finding accommodation for himself and two peons and a Constable and his medicines in that village but as far the suggestion to amalgamate the two Stations is concerned I point out that in Malur Railway Station

For the Press

and the almost Equally important footpath from Devanagundi, which the Hospital assistant in charge of Bagalur inspection Station has to observe, both enter Bagalur on the North side of the village after crossing the Penniar river, whereas the cart track from Sierjapur (Mysore) via Kagganur enters the village on the South-East side. With a double set of peons and Constables it would no doubt be possible for a single hospital assistant to watch all three lines of Communication. But by abolishing the inspection Station at Kagganur it must be remembered that all the villages on the west of Bagalur will be unprotected and it will be very easy for travellers

after passing Kagganur to turn
aside from the Cart track and proceed
over the open Country to Hoorur and other
places without undergoing inspection.

If it be considered that the system
of observation to be introduced under
the Circle Inspectors will be sufficiently
searching to check all such Escapes
from Extermination and if the village
meinsiffs can be ordered to prevent
the passage through their village of
all persons from Mysore who have
not appeared at a frontier inspection
station and obtained passports,
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stations may be amalgamated.
Otherwise a hospital assistant
will have to be stationed at both
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maintained for the use of both ins-
pection stations.

6. I request the favor of early orders
on these proposals. Meanwhile I have
stopped the work at Kagganur and
ordered the completion of the dispensary
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Kotha Kondapalli.

7. The Estimates and plans called for
will be sent by tomorrow's post.

8. The Inspection Stations are at
present required in the ghats. The
influx is decreasing.

I have to
Signed, C. G. Spenser.
Asst. Factor
10.9.28.

Endorsement Ref. No. 10.9.28.
P.C.

Submitted to Government with reference
to Government order No. 1010 P dated 5th
Instant.

2. I had already considered

the question of making one inspection station suffice for the two proposed at Suvada and Kottakondapalli but after seeing the locality came to the conclusion that it was not feasible for reasons stated by the Sub Collector.

I agree however that one set of observation and plague sheds will be sufficient at Suvada for both stations, a dispensary and guard shed alone being erected close to each road. I am not in favour of raising the Establishment proposed at either, as Extermination and disinfection must go on at both stations. With regard to Bagalur the station already proposed North of the river guards two lines of communication one from Malur and the other from

For the Press

Devanagundi in Mysore. I do not think it feasible to check travellers through Kagganur at Bagalur. They come ⁱⁿ to Bagalur on the other side of the river and can easily avoid Bagalur altogether. Extermination and disinfection should I think go on at Kagganur, but for the present we may be content with one set of observation and plague sheds at Bagalur, to which detained persons can be brought. The Establishments must, I think, be the same at each station. ^{Since the} frontier stations have been opened, the influx of people from Bangalore has, I understand, decreased considerably.

Robert M. M. M.
As Secretary.

Salem.

11th September 1890

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

From the Collector of Salem, R.No. 1/P.C., dated 11th September 1898, submitting the further report called for by Government regarding the amalgamation of the Road Inspection stations at Kagganur and Bagalur and of constructing one plague camp for the Susevada and Kottakondapalli stations.

Order No. 1102 P. dated 17th September 1898.

The Collector's proposals are sanctioned.

(True extract)

for Secretary to Government.

To

The Collector of Salem.

„ Surgeon General.

„ Sanitary Commissioner.

„ Plague Commission.

6 Sept 5/10/98

Local & Muni. (189) Department.

PRINTED.

G.O., No. 1102 P

DATED 17-9-98

Sent to
Madr. for
printing
19/9/98

DESPATCHED ✓

[Despatch Abstract.]

Road Inspection Stations

Sanctioning the proposals of the Collector of Salem regarding the amalgamation of the — at Kagganur and Bagalur and of constructing one plague camp for the Seusevada and Kottakondapalli stations.

BACK PAPERS.

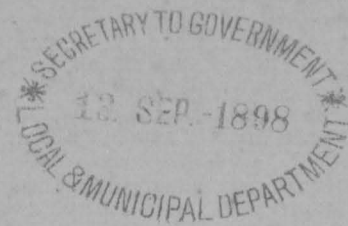
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Local & Munl. (1898) Department.

CURRENT No. 1759



From the collector of Salem

Order 1102 P. 11/17/98
The Collector's proposals are sanctioned.

15/9/98

Ref No. 1 P.C.

Dated 11th September 1898

Received } 13. 9. 98
Registered }

Enclosures -

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SUBJECT.

Submitting the further report called for by book regarding the amalgamation of the R^d Inspection Stations at Kagganur & Dargalua & of constructing one plague camp for the Gusevada & Koller Konda R^d Stations.

Despatched this 12/9/98
To the Collector of Salem (A-L)
" District General
" Sanitary Comm.
" Mysore Com. Mysore
Long 14/8/98. Send him a wire -
BS

Telegram to the Collector of Salem
Your letter reference no 1 P.C. Proposals sanctioned
Long 16/9/98

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FURTHER PAPERS.

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CURRENT No.

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19/9/78

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT

LETTER OF GOVERNMENT

STATEMENT WITH DITTO.

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